

Subject: page in english
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The following thing is the version translated to English of the text of my web page "THE REBIRTH OF A CLASSIC" (JULIO)

It POINTS OUT OF THE RESTORATION OF THE AIRPLANE STINSON 108-1
"VOYAGER" OF THE YEAR 1947 - LV-NSM

There for 1996, inspired by a restoration that was carried out on a Taylorcraft (today property of the Instructor JAVIER AGUIRRE of the School of Flight BASA of Quilmes), three friends pilots, RAÚL VILLETTE (mechanical today of the Center of Maintenance of it BASA CORP.), RICARDO BRUNWALD, and JULIO NATALE (also related with it BASA as educational of Aeromedicina on its School of Instruction and Aeronautical Improvement) they gestated the idea of joining efforts with the purpose of being able to rescue of the forgetfulness some classic airship and to recompose her integrally, preferably a four seats. This way, in the city of La Plata, where he slept dismantled in a galpón (store) awaiting their return to the activity, it was located and acquired a Stinson 108-1 "Voyager" LV-NSM, model registers 1947, endowed with a powerful motor Lycoming of 190 HP and a characteristic wooden helix of notables of longitude. Such a team motopropulsor had been appropriately installed with the intention of to endow to the airplane of conditions STOL and to make it capable for fumigation and tow of posters, conditions for which is paymaster. Although the Stinson 108-1, manufactured in 1946/47/48 by the Consolidated Vultee Corp, they were equipped with motors Franklin 145 and 165 H.P., many of them were remotorizados with the Lycoming OR-435 of 190 H.P. the one that had already been used by the Stinson in the pattern L.10 "Sentinel," a two seats in recognition tandem used in the second world war. This way, gradually and according to the necessities that arose of the exhaustive inspection that left making on the airship, they left caring original parts of the Univair Aircraft Corp. of Colorado it USES, possessor of the exclusive license signs that continues manufacturing for the mark and other classics. The works were carried out in the aerotaller and under the technical address of it BASA (From Buenos Aires of Aviation CORP., Center of Maintenance located D.N.A.1B-163 in the facilities of the Area of Material Quilmes of the F.A.A), there being you made a deep one traveled general and renovation in all the systems, instruments, tapestry, entelado, painting, accessories, etc, on the base of the metallic structure would originate, task comparable to a rematufacturation. You concluded by the middle of the 2003 and averaging January of the 2004 was inspected by the DNA and paymaster, being already in flight.

Sequences of some steps of the carried out works

I begin of the general disarmament and waste of parts that then would be replaced

Made the inspection of the structure and landing train, you begins the armed one general with cared new parts of the USA.

Both planes were minutely journeys being replaced some of their internal components, such as ribs, rodamientos of control surfaces, pulleys and cables.

Concluído the entelado and fuselage endopado and wings, he/she settles windshield and new windows and both capots.

The colored one was made with painting poliuretánica, there being you privileged the white color in most of the structure.

Concluded the works by the middle of the year 2003 get ready for the test flight under the supervision of inspectors of the DNA.

The powerful motor that impels it presents a low compression relationship (6,5 at 1) and given the special conditions of the helix only rotate in cruise to 1.600 rpm (80%) developing an IA OF 110/115 MPH. To be endowed with hipersustentadores, - slots or grooves of attack border -, but a dihedral one considerable it is very stable and their speed of loss, configured (3 flaps points) it is of only 57 mph., being very pleasant their pilotage. Their Maximum Weight is of 1012 kg with an useful load of 849 kg and an autonomy estimated in those almost 5 hours. They are also prominent their take off condition and short landing and a consumption but that good being about the 30lts/h. apart from their instrumental one original he/she was added an artificial horizon and directional turn - of old design so that it harmonizes with the rest of the board - and a radio Collins. The specialized manpower was in charge of the technical personnel of the company: RAÚL VILLETTE (mechanics, accessories, entelado and armed general) HÉCTOR CASAGRANDE (you structure metallic) JUAN LEMISZKA (painting) and DANIEL ORTENZI (instrumental) all acting under ANDRÉS' SKUCKA expert baton guideline, technical representative of the Aerotaller. This model of classic airship is very appreciated in the USA where proprietors' associations exist ("National Stinson Club" for e.g.), and some restorers take and they upgrade a world database on the airplanes of this type that fly for the world. The NSM has been included in the images of the subpágina "Stinson gallery" in the page web www.hangar9aeroworks.com that John publishes Baker of the State of Maryland (it USA).

Made to satisfaction the tests of enabled vuelo,fue and he/she is hangarado in the aerotaller of it BASA CORP. on the aerodrome Quilmes of the Air force Argentina. -

It was presented to qualification in the certámen that the EAA of Argentina organizes in General Rodríguez, inside the event "CONVENTION IN FLIGHT 2004" carried out the days 13 and 14 of March being distinguished with the prize "GREAT CHAMPION" in the category "Classic," at the same time that it was appreciated by the great quantity of concurrent fans.

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